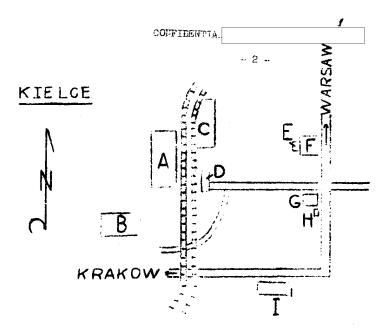
	CENTRAL INTELLIGENCE	
	INFORMATION REPOR	T
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- A. Budwik Metallingiant Plant (Products consisted of military field bitchers, carrings for heavy machin, game, steel nelmets, light notorcycle engines, and heavy emmunition cases.)
- B. Spoles Estamprises (A scap factory and a fats and food storage house.)
- C. State Saw Mille
- D. Radinoad Sterling
- E. City Hell
- F. Marker Proje
- G. Wejwelster Amelilatestics Building
- H. Cathedrell
- L. Libra Rillin
- 5. Assording to the opinion of pro-World War II pilots, there is some difficulty in compass reading in this area to muse of one existence of from one deposits. The nearest accommodated only light airmraft.

6.

7. In the Slowik-Chaciny-Jedrzejow-Mischew-Slomniki-Krakow Sector the pavement is 7.5 meters wide, the embaulment is 11.5 to 12 meters in width, and the surface is crushed stone over a solid foundation with a top layer of tar. The largest permanent steel and concrete bridge is located near Tokarnia about four kilometers from Checiny towards Krakow and crushes the Nida River. The river is about 30 meters wide here and from one and one-half to two meters in depth. A smaller steel bridge about 20 meters in length is located near Slomniki.

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	- 3 -	

- 8. Two elevations and winding, narrow streets make passage through Checiny difficult, Beyond Checiny (two kilometers) in the direction of Krakow the road has steep down grades with sharp "S" curves.
- 9. The Wodzislaw-Ksiaz Wielki sector of State Highway #13 is quite steep and winding and travels through heavy wooded terrain (This locality offers good concealment. It often was used for partisan activities to disrupt German Army motor transportation.during world war II).
- 10. Highway #13 passage through Jedrzejow and Miechow is easy and clear.
- 11. Sections of the road in the vicinity of Slomniki are very foggy during the spring and autumn in the mornings and evenings. This causes traffic movements during these periods to be very difficult.
- 12. The approach to Krakow is by way of ulica Warszawska to Plac Matejki. A left turn is made at the Planty (ulica Potockiego and Gertrudy) to ulica Krakowska. Just over the Wisla River at the Pilsudski bridge, a left turn is made from ulica Krakowska. A little beyond the bridge a right turn leads onto the Krakow-Zakopane route.
- 13. The Krakow-Zakopane sector of State Highway #13 extends through very steep hills and gradients up to nime ver cent (nine meters per 100). The pavement is about 6.5 meters in width and is surfaced with ashphalt and stone blocks. The embankment varies from 9.5 to 12 meters in width. From the middle of October to the middle of April heavy snow and sleet impair travel in this sector. A relatored concrete bridge, 20 meters in length with a road capacity of 40 tons, is located in the vicinity of Pcim and Lubien.
- 14. At Chabowka the highway crosses the Krakow-Zakopane railroad line over a viaduct. The venicular viacuct is 100 meters long, 16 to 18 meters of which are over the tracks.

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- 16. Beyond the viaduct the road is very winding and rises sharply to an altitude of 500 to 550 meters and then starts descending towary Nowy Targ. Passage across the so-called Gory Wyspowe mountain chain (Babia Gora, Turbsez, and Luban) is difficult during the spring, fail and winter because of heavy snow.
- 17. From Nowy Targ to Zakopane the pavement is about 7.5 meters in width and is surfaced with concrete from Nowy Targ to Bialy Dunajec. It is surfaced with tar from Bialy Dunajec to Zeropane.

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